



FREDERICK COUNTY PLANNING COMMISSION

February 14, 2018

- TITLE:** Annual Transportation Priorities Review
- REQUEST:** Staff will present the priorities report for review and comment by the Planning Commission.
- STAFF:** Ron Burns, Transportation Engineering Manager
- RECOMMENDATION:** For Review and Comment
- ENCLOSURES:**
1. 2018 Transportation Priorities Report
 2. SHA Highway Needs Inventory & Consolidated Transportation Program, and County Capital Improvements Program (Roads)

Frederick County

Annual Transportation Priorities Review - 2018

January 19, 2018



Prepared by
Frederick County Division of Planning & Permitting

DRAFT 1.19.18

Introduction

The Transportation Priorities Review is conducted annually to establish the State primary and secondary highway project priorities as well as a review of other transportation needs and priorities. A focus of the priorities is to highlight the multi-modal components of the County's transportation network and to identify specific priorities for the state primary and secondary highways for the Maryland Department of Transportation's preparation of next year's draft Consolidated Transportation Program (CTP).

The priorities review provides a multi-modal approach to identifying transportation needs and priorities, including:

- State primary and secondary highway projects
- Local and regional transit service
- Bicycle/pedestrian projects
- The Frederick Municipal Airport

The Transportation Priorities Review is formally presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the County Council. Comments and recommendations from these groups and the municipalities in Frederick County will be forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities. The priority listing for State projects are then transmitted to the Maryland Department of Transportation by April 1.

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State Highway Priorities

For the State highways, priorities are grouped into two categories: the **primary system**, including such major highways as I-70, I-270, US 15 (north section), and US 340 and the **secondary system**, which includes arterial roads such as US 40, US 15 (section south of US 340), MD 75, MD 80, MD 180 and MD 355.

Priorities are identified within several categories:

- **Feasibility Study** - pre project planning to determine if a project is feasible to move into a project planning phase.
- **Project Planning** – eligible projects must be included in the SHA Highway Needs Inventory (HNI). The current version was updated in 2014.
- **Final Design** – next phase for projects that have completed project planning
- **Construction** – final phase once design is complete
- **System Preservation** – includes smaller scale projects that could be addressed through the SHA District Offices and would not require a full project planning process.

Significant CTP Funding Additions since 2017 Priorities Report

The following projects have been funded for construction in the current CTP:

- The Innovative Congestion Management (ICM) project for I-270 is included in the interstate construction program. This project covers the length of I-270 from the capital beltway (I-495) to I-70.

State PRIMARY Highway Priority Projects

Final Design

1. **I-70 Phase 4** – This is the final phase of the I-70 project and proposes widening from 2 lanes to 3 lanes in each direction between I-270 and Mt. Phillip Rd. The County recommends an initial construction phase for just the westbound lane from a point just west of the US 340 bridges/overpasses to just west of Mt. Philip Rd. where westbound I-70 widens to 3 lanes (approximately 1.9 miles). This initial construction phase is also described under the System Preservation category.

Project Status: The current scope of improvements will require the widening of 6 bridges. Two of the bridge widenings would require total reconstruction to accommodate the proposed road section identified in the MD 180-351 project planning study. This is a priority freight movement project in the Maryland State Freight Plan and MWCOG Freight Priorities List.

2. **I-270/US 15 Corridor:**

The SHA has funded an Innovative Congestion Management project that will include both roadway improvements and technology based improvements. This project is

funded for \$100 million and will include the entire length of I-270 from I-495 to Frederick. A contractor has been hired for this project and individual improvements will be constructed in several phases.

In 2017 SHA announced a private partnership opportunity to construct toll lane facilities on I-270, the Capital Beltway in Maryland, and the B-W Parkway. The State is underway with an RFP process to solicit interest in all three of these facilities. All three projects would include the construction of toll lanes for any added capacity. A specific scope and schedule has not been identified at this time.

The I-270/US 15 Multi-Modal Study (from I-370 to Biggs Ford Rd.) continues to be on hold. The State had not identified a preferred alternative though Frederick County supported Alternate 7B, which proposes two additional lanes in each direction on I-270, including managed/toll lanes.

While the scope and likely phasing of improvements under a private partnership project is unknown at this time, Frederick would continue to support the following phases in priority order:

- I. **I-270 Widening** - from MD 121 (Clarksburg) to the limit of managed lanes in the vicinity of Park Mills Rd.
- II. **I-270 Widening** – from end of managed lanes to I-70. Add 2 general purpose lanes in each direction. A major component would include construction of the full improvements at the MD 85 interchange, which would add a third bridge over MD 85 and fly over ramps to/from MD 85.
- III. **I-270/MD 75 Interchange** – construct new interchange in the vicinity of Dr. Perry Rd. to accommodate a relocated MD 75. The construction of a relocated MD 75 between Lewisdale Rd. and MD 355 or beyond could be constructed independent of the interchange.
- IV. **US 15/Biggs Ford Rd. Interchange** – construct new grade separated interchange to replace the existing at-grade intersection.

Construction

1. **US 15 – I-70 to MD 26** – widen from 4 to 6 lanes. Noise barriers will also be considered where warranted. This is a break out project from the I-270/US 15 Multi-Modal Study.

Project Status: This project is currently in the project planning phase which includes preliminary engineering (30% design). Both the City and County have indicated support for Alternate 4, which adds a lane on the inside median. In addition it has been recommended to extend the southern limit of the project to I-70 rather than to the US 340 ramps. Project Planning could be completed in 2019 if the project is granted a Categorical Exclusion (CE), which would allow the project to proceed without significant and detailed environmental reviews. The project will still need to go through a final engineering/design phase following completion of project planning.

State SECONDARY Highway Priority Projects

Preliminary Planning (Assistance Request per Chapter 30 Guidelines)

1. Preliminary Planning – MD 194: MD 26 to Frederick Rd.

This project proposes the widening from a 2-lane to a 4-lane divided roadway, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project

2. Preliminary Planning – Libertytown Connector Road

Proposed 2-lane roadway to connect MD 550 and MD 75 on the north side of Libertytown to allow truck traffic from MD 550 to access MD 26 at a signalized intersection.

3. Preliminary Planning – MD 75

Proposed 2 to 4 lane reconstruction and relocation of MD 75 from I-270 to I-70 to primarily improve safety and remove circulation impediments with a new bridge over the CSX, relocation at MD 80, and a bypass of Hyattstown in Montgomery County

Project Planning

1. MD 194: MD 26 to Frederick Rd. – Proposes the widening to a 4-lane divided roadway to address both capacity and safety issues.

Project Status: Planning and preliminary engineering for this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville bypass at Walkersville High School was completed as part of the MD 26 upgrade in the 1990's. There is existing right-of-way to accommodate the widening.

2. US 15: MD 464 to US 340 – Proposes the dualization of US 15 south of the US 340/15 split. Scope would also include planned grade-separated interchanges at MD 464 and Mountville Rd. Should also consider a new ramp from eastbound US 340 to southbound US 15.

Final Design

- 1. MD 85 Phase II** –North Section from Spectrum Dr. to Guildford Dr. Widen to 4-lane divided roadway with pedestrian improvements.

Project Status: Project planning has been completed.

- 2. MD 85 Phase III** –South Section from Crestwood Blvd to English Muffin Way. Widen/Reconstruct to a 6-lane divided roadway with a new bridge over Ballenger Creek.

Project Status: Project planning has been completed. Developer/County funded improvements from English Muffin Road to just south of Ballenger Creek are completed.

State SYSTEM PRESERVATION Highway Priority Projects

These projects are coordinated directly with the SHA District office and would not go through the full project planning process.

- 1. US 15: Biggs Ford Rd. to PA Line**

- MD 550 to Roddy Rd. – eliminating some left turn movements, channelizing the medians and extending acceleration /deceleration lanes.
- County recommends looking at the closure of several County road intersections and the median breaks as a short term measure to control access and provide for greater safety given the increasing traffic volumes on US 15.
 - Old Frederick Rd. – western leg between US 15 and Hansonville Rd.
 - Stull Rd. – close both east and west segments
 - Blue Mountain Rd. – there is easy access to/from US 15 at the MD 806 interchange in Thurmont, which is only 0.8 miles to the north.
 - Pryor Rd. – close the median break across from Blue Mountain Rd. and consider making this a right in/right out only serving southbound US 15.

- 2. MD 26/Old Annapolis Road/Water Street** - Signalize intersection and add left turn lanes on MD 26 to address higher than average crash rates.

- 3. I-70: US 340 to Braddock Mountain** – This is an initial construction phase referenced in the I-70 Phase 4 project. Add third westbound lane between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane at Mt. Phillip Road (1.9 miles) and extend the truck climbing lane westward from its current premature ending at the top of Braddock Mountain.

- 4. US 340/MD 17** – assess improvements to the on-ramps from MD 17 to both eastbound and westbound US 340. Currently these ramps do not have any acceleration lanes so vehicles must merge directly into the travel lanes.

Local Transit

For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for state operated transit and commuter service. The priorities include capital and/or operating projects.

An updated Transit Development Plan (TDP) was approved in December 2015. The TDP outlines administrative, financial, capital, and operational needs and improvements to the Frederick County TransIT Service for the period through FY 2020. The improvements address all of TransIT's service components, which include the following:

- **Connector Service** – nine (9) fixed routes primarily within the City of Frederick and to surrounding county areas.
- **Shuttle Service** – four (4) separate fixed route shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, a Thurmont-Emmitsburg route, and a Jefferson-Brunswick route. The County has recently initiated a mid-day trip for the Thurmont-Emmitsburg route on a pilot basis. These operate on a limited schedule typically serving just the morning and afternoon times.
- **Meet-the-MARC Shuttle** – operates a fixed route service from Frederick to the Point of Rocks MARC station. This service also incorporates service to Walkersville.
- **TransIT Plus** – operates countywide paratransit service offering door to door transport.

The goal every year is to maintain existing service levels.

Local Short-Term Transit Improvements (in priority order)

1. **TransIT Plus** – Expand paratransit service hours to 7 am – 6 pm to meet growing demand. Will require additional operating funding from MDOT MTA: year 1 – \$69,000 and in years 2-5 additional \$27,000 per year.
2. **Bus Replacement** – Purchase 3 to 4 large all electric transit buses over each of the next 3 years. \$2,256,000 (minimum of \$2,030,400 federal/state)
3. **Connector Service** – Increase annual operating funding, \$439,000 (\$395,000 federal/state), to provide 30-minute service frequencies from start of service to 6 pm. This project directly facilitates job growth.
4. **Shuttle Service** – Increase funding for service to the Urbana and Middletown communities identified in the Transportation Development Plan. Implementing 2 trips per day on each shuttle would require \$44,000 each, total \$88,000 for operating cost and 2 additional vehicles at \$75,000 each, total capital of \$150,000. Total cost per shuttle \$119,000 for 2 trips per weekday.
5. **Facilities** - Expand administrative offices and vehicle maintenance facilities. This is funded for design/engineering in FY 2017 in the County CIP. Construction cost is estimated at \$4,793,490 of which the local share is \$479,349 (10%). Construction is in the current County CIP for FY 2018.
6. **US 40 Bus Lane** – Construct continuous turn lane/bus lane along US 40 (north side only) between Baughman's Lane and Waverley Dr. Final design (up to 30% completion) is underway through a TLC grant from COG.

Regional Transit

Commuter Bus

The Maryland Transit Administration (MTA) operates the commuter bus service that serves several stops in the county including Myersville, Frederick, and Urbana. In 2014 what was then the #991 line was split into two lines: the #515, which originates at the downtown Frederick MARC station and the #505 originating in Hagerstown with a stop at the Myersville Park and Ride lot. Both lines terminate at the Shady Grove Metro Station, with some routes continuing on to the Rock Spring Business Park in Bethesda. The 200 series Inter-County Connector (ICC) commuter bus service serves two stops in Frederick County and connects to the College Park Metro Station and a stop at the FDA in White Oak.

- **#515 Line** – Originates at the Frederick or Monocacy MARC Stations. Thirteen morning southbound trips and 14 evening northbound trips. Buses serving the Frederick station are on 30-minute headways and buses serving the Monocacy MARC station are on 15-minute headways. All buses stop at the Urbana Park and Ride. Once the North Frederick Park & Ride lot, currently under construction with the Monocacy Blvd interchange project, is completed in 2018 some of the buses will originate there.
- **#505 Line** – Originates in Hagerstown. 8 morning southbound trips and 9 evening northbound trips. Includes one mid-day northbound trip to the Monocacy MARC station. Southbound trips only serve the Myersville Park and Ride, while two northbound trips also serve the Urbana Park and Ride and the Monocacy MARC station.
- **#204 Line** – Originates at the Monocacy MARC Station. 5 morning southbound trips and 6 evening northbound trips with 25-minute headways. Serves the College Park METRO station with several stops within Montgomery County. All buses stop at the Urbana Park and Ride.

MARC Commuter Rail

Current service on the Brunswick Line serving the Brunswick and Point of Rocks stations includes 6 morning trips (headways vary from 20 – 50 minutes) and 7 evening trips. On the Frederick Branch Line serving the Monocacy and Frederick stations there are 3 morning (1-hour headways) and 3 evening trains (90-minute headways). The Frederick trains cannot stop at the Point of Rocks station because no platform is provided.

The County's TransIT Services operates two Meet-The-MARC shuttles. One route connects Frederick with the Point of Rocks MARC station and the second route connects Walkersville through Frederick to the Frederick MARC station.

The Maryland Transit Administration (MTA) completed an update to the MARC Growth and Investment Plan in 2013. The following recommendations are specific to the Brunswick Line.

Near-Term – 2013 to 2019

- Expand Meet the MARC connecting services
- Lengthen existing trains

Long-Term – 2020 to 2029

- Add 3rd track in Barnesville Hill section in Montgomery County
- Point of Rocks platform expansion to provide access for Frederick Branch trains
- Brunswick parking lot to add a second access point
- Add one reverse peak train to Brunswick
- Add one additional round-trip train to/from Brunswick

Future - 2030

- Additional triple tracking
- Improve Frederick Branch with 30 minute headways and increase number of trains from 3 to 6.
- Reverse commute service

Regional Transit Priorities

The MTA Commuter bus and MARC Commuter Rail services are meant to complement and not compete with each other for funding. They each serve distinct ridership's and provide significant flexibility for Frederick commuters by allowing them to use either service, sometimes on the same day. In the short term, commuter bus is best equipped to improve service between Frederick and the I-270 corridor. In the long term when population and employment densities in the greater Frederick grow, the opportunity to extend the Corridor Cities Transitway (CCT) from Clarksburg into Frederick County may be justified. The initial phase of the CCT from the Shady Grove Metro station to Metropolitan Grove will be developed with the Bus Rapid Transit (BRT) technology.

The County has two specific priorities, one for MARC and one for Commuter Bus, for regional transit projects while the remaining projects are long-term improvements in no particular priority order.

- **Point of Rocks Platform** – Construct new platform to allow Frederick Branch trains to stop at Point of Rocks, which will provide additional train options for riders using the Point of Rocks station.
- **#515 Line Commuter Bus Service** – add a southbound off-peak/mid-day trip

MARC Improvements

- **MARC Service Expansion** – Add an additional morning and evening train between Brunswick and Union Station as well as weekend service to Frederick.
- **MARC Frederick Branch** – Construct signal improvements along the Old Main Line between Frederick Junction and Point of Rocks to improve existing service and support expanded service.
- **MARC Frederick Branch** – Double track Old Main Line between Point of Rocks and Frederick Junction. Phase 1 – 4-mile section in Adamstown area. Phase 2 – 3-mile section Lime Kiln to Frederick Junction.

Commuter Bus Improvements

- **I-70 Corridor Commuter Bus Service** – Propose new service from Frederick City to the Baltimore and/or Fort Meade areas. This would be able to serve the New Market, Linganore, and Mt. Airy communities.
- **Premium Commuter Bus Service** – Establish additional service in the I-270 / US 15 corridor from Frederick County to various locations in Montgomery County as identified in the I-270 / US 15 multi-modal study.
- **I-270 Bus on Shoulder** - Propose permitting bus use on shoulders (BOS) on I-270 to provide shorter travel times for existing and expanded commuter bus service.

Bicycle and Pedestrian Facilities

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should be considered for both recreational use and as an integral part of a multi-modal transportation system. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities.

Grant funding is available primarily for construction and capital costs for bicycle and pedestrian improvements. A primary funding source is Federal passed through the state or the Washington Metropolitan Transportation Planning Board. The following programs are available:

- Transportation Alternatives Program (TAP)
- Transportation-Land Use Connection (TLC) program
- Maryland Bikeways Program
- Recreational Trails Program
- Safe Routes to Schools
- Sidewalk Retrofit (SHA)
- Bicycle Retrofit (SHA)
- Community Safety and Enhancement Program

Off-Street Shared Use Paths

The County's Bikeways and Trails Plan, adopted in 1999, identifies several priority shared-use path corridors for implementation. A Draft Plan was released in October 2017 and is expected to be approved by the County in 2018. The priority corridors will be subject to more detailed master plan study or design phase followed by construction. The Division of Planning & Permitting would continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases. The County has a Bikeways/Trails Program line item in the Parks and Recreation portion of the Capital Improvements Program (CIP).

Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in identifying funding priorities.

The following projects, not in any order of priority, would include portions that would be the responsibility of the County to fund and/or manage. They all involve coordination with municipalities.

Planning

- **Frederick Scenic Trail** – Along the west side of the Monocacy River from Tuscarora Creek to Carroll Creek (4.3 miles). Portions of this trail are existing. The County would be responsible for a short gap (0.6 miles) within the Waterside development where a path exists but would need to be reconstructed to meet current trail design standards. There are unbuilt portions of this trail in Worman's Mill and Dearbought (both within the City) that would need to be constructed to connect with the Waterside section and provide a continuous section from Worman's Mill to the City's Riverside Center Park at Monocacy Blvd.
- **H&F Trolley Trail Phase 3** – Moser Road to Catoctin Furnace (2.7 miles). This would be coordinated with the Town of Thurmont. Part of Grand History Trail.
- **Pennsylvania Railroad Trail** – this would be an extension of the City's East Street Rail/Trail from Worman's Mill across the Monocacy River to the Heritage Farm Park on the north side of Walkersville (3.8 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. This project would need coordination between the City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad.

On-Street Bikeways

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted

markings. Marking and signing of designated bike routes should also be part of planned resurfacing or remarking of county highways on designated bikeways.

The Draft 2017 Bikeways and Trails Plan, identifies a number of priorities for on-street bicycle facilities. These would focus on connecting residential and employment centers and safe access to schools.

Frederick County Priority On-street Bikeways

Road	Project Limits	Potential Bikeway Type	Jurisdiction
New Design Road	Elmer Derr Road to Frederick City Line	Full Bike Lane - Provide markings and signage for a bike lane using the existing shoulder. Part of Grand History Loop.	County
Ballenger Creek Pike	Crestwood Blvd to Elmer Derr Road	On-road bike lanes being installed north of Ballenger Creek by developer	County
Crestwood Blvd	MD 85 to Ballenger Creek Pike	Possible conversion of existing stripped shoulder to full bike lane	County
New Design Road	Elmer Derr Road to Potomac River	Provide a widened shoulder bike lane. Part of Grand History Loop.	County

Pedestrian Facilities

In an effort to become more proactive with regard to improving pedestrian facilities in the County, a funding initiative is recommended to support improvements to pedestrian facilities. These improvements may include constructing sidewalks, improving crosswalks/intersections, and signage. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and employment areas will increase as well. These improvements may be funded through a number of state/federal programs listed on page 10.

Recommended Actions

1. Prepare an inventory of needed improvements along county and state roadways. Such an inventory may include an initial scope of the work, estimated cost and prioritization. This effort will be focused within community growth areas. A pilot project looking at the Adamstown and Ballenger Creek communities is underway through a consultant contract.
2. Establish a Pedestrian/Bikeway Retrofit Program line item in the DPW – Highways section of the County CIP to allocate county funding. These funds could be used towards either state or county retrofit projects.
3. Formalize coordination with the Frederick County Public Schools to support a Safe Routes to Schools (SRTS) program. The SRTS program should be prioritized and managed by the Frederick County Public Schools, Facilities and Transportation Divisions.

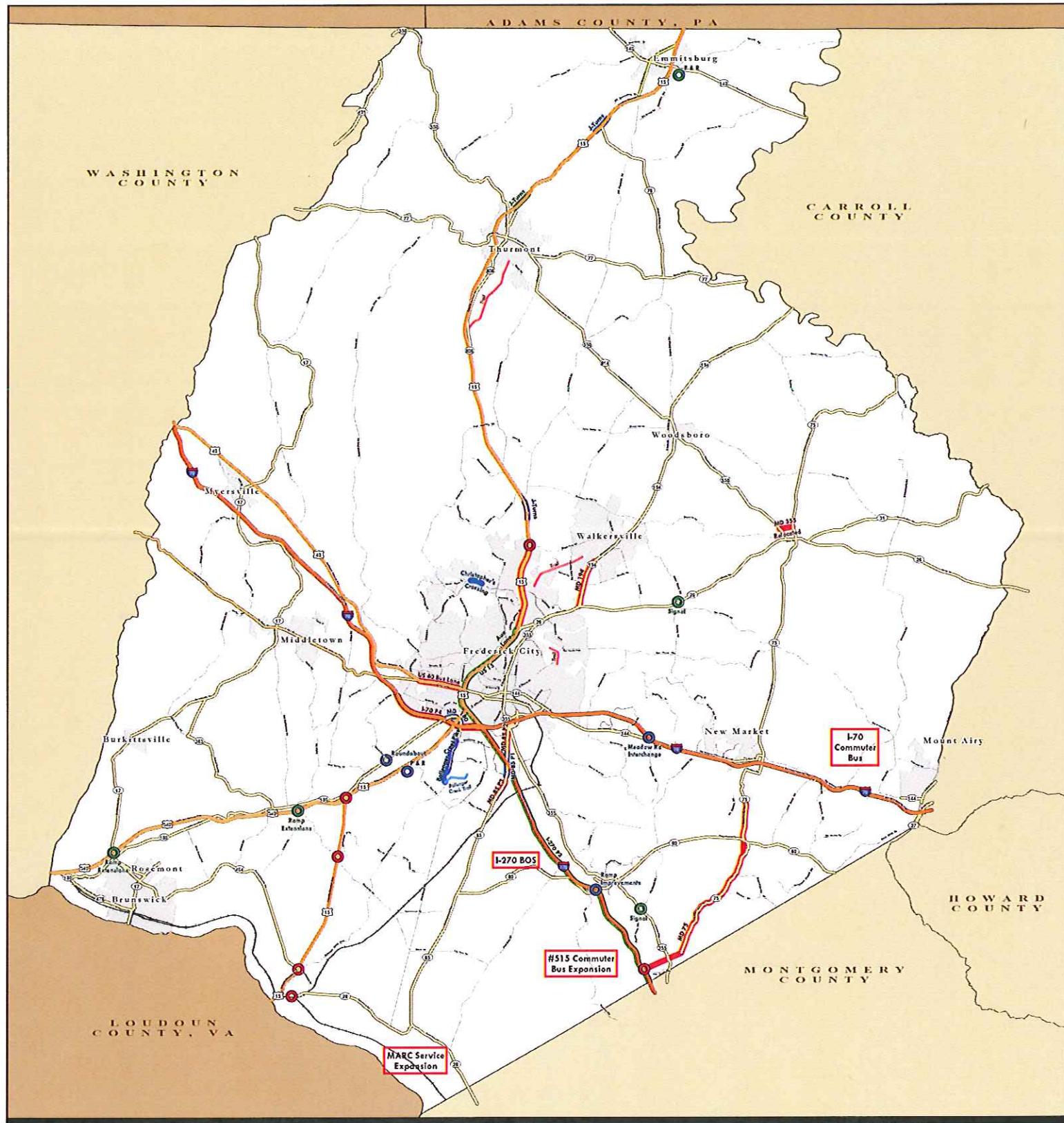
Frederick Municipal Airport

A Master Plan Study for the Frederick Municipal Airport was completed in 2008. This study provides a guide for short and long-term improvements to the airport. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is 90% federal, 5% State (MAA), 2.5% Frederick County and the 2.5% City (Airport Sponsor).

In the adopted County FY 2018-2023 CIP the County has provided its share of funding support the airport master plan.

The City has identified the following improvement projects:

1. FY 2017/18 – Runway 5-23 obstruction removal (Phase 3 final design)
2. FY 2018/19 – Runway 5-23 obstruction removal (Phase 3 construction) and extend Runway 5 (Phase 1 design)
3. FY 2019/20 – Runway 5 extension (Phase 1 construction) Runway 5 extension (Phase 2 design for taxiway relocation)
4. FY 2020/21 – Runway 5 extension (Phase 2 construction) for relocation of parallel taxiway. Phase 3 design for full length taxiway relocation.
5. FY 2021/22 – Runway 5 extension (Phase 3 construction) of parallel taxiway relocation. South corporate apron expansion (Phase 1 design)
6. FY 2022/23 – South corporate apron expansion (Phase 2 construction)



Transportation Links & Nodes

Frederick County, Maryland
Division of Planning and Permitting



February 01, 2018
Frederick County GIS

	Links	Trails	Nodes
Construction Funding	—	—	●
In Development	—	—	○
Priority	—	- - -	○

- Interstate
- US Highway
- US Alternate
- Business Route
- Maryland
- Roads
- MARC Rail Lines
- Municipalities

0 2 4 8
Miles

Projection: NAD 1983 StatePlane Maryland FIPS 1900 Feet
While efforts have been made to ensure the accuracy of this map, Frederick County accepts no liability or responsibility for errors, omissions, or positional inaccuracies in the content of this map. Reliance on this map is at the risk of the user.
This map is for illustration purposes only and should not be used for surveying, engineering, or site-specific analysis.

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FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jan H. Gardner
County Executive

Ray Barnes, Acting Chief Administrative Officer

April 1, 2018

The Honorable Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: 2018 Frederick County Transportation Priorities

Dear Secretary Rahn:

On behalf of Frederick County, we are writing to share the County's transportation priorities for consideration in the development of the FY2019-FY2024 Maryland Consolidated Transportation Program (CTP).

We are very grateful for the projects in Frederick County that have received recent funding in the current DRAFT FY 2018-FY 2023 CTP including:

- The Innovative Congestion Management (ICM) project for I-270 included in the interstate construction program. This project covers I-270 from the Capital Beltway (I-495) to MD 80 in Urbana;
- MD 478 (Knoxville Road) Bridge over a branch of the Potomac River included in the Secondary Construction Program and
- MD 17 (Burkittsville Road) Sidewalk from B Street to Center Street

In addition, we are very excited about the Governor's commitment to a Public-Private Partnership to add needed capacity on I-270 from the Capital Beltway to I-70, building 4 new Electronic Toll Lanes, 2 in each direction, from MD 121 to I-70.

A Transportation Priorities Review is conducted by the County annually to address the MDOT project priorities. This review is formally presented to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the County Council. Comments and recommendations from these groups as well as the City of Frederick and municipalities in Frederick County are forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities.

Our overall top priorities for major project advancement include:

1. Construction Funding – US 15: I-70 to MD 26

This cost effective improvement would eliminate the only segment within the US 15/I-270 Multimodal Study that is over capacity in both directions in both peaks, improving access to jobs in the region, including the County's top employer - Fort Detrick.

Frederick County: Rich History, Bright Future

Winchester Hall • 12 East Church Street, Frederick, MD 21701 • 301-600-1100 • Fax 301-600-1050
www.FrederickCountyMD.gov

Re: 2018 Frederick County Transportation Priorities

April 1, 2018

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2. Design Funding – MD 85 Phase II/III: Ballenger Creek to Guilford Dr.

This project proposes improvements to widen/reconstruct to a 4-6-lane divided roadway with bicycle and pedestrian improvements. These improvements can help in supporting redevelopment opportunities in this area.

3. Project Planning Funding – MD 194: MD 26 to Frederick Rd.

This project proposes the widening from a 2-lane to a 4-lane divided roadway, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project

We are concerned to recently learn that the US 15 breakout project of the I-270/US 15 multimodal project, currently undergoing project planning re-evaluation and funded for final design, has been pushed back on the construction complete schedule, from an anticipated early 2020's to 2030. This project has consistently been our number one overall priority since the US 15/Monocacy Blvd. Interchange was funded several years ago. With the acceleration of the I-270 P3 project to a construction complete date of 2025, we have major and very legitimate concerns that US 15 will not be able to handle the travel demand with 4 lanes of traffic feeding into it since today with only 2 lanes, traffic regularly queues on I-270 back to the MD 85 interchange during peak periods. US 15 between I-70 and MD 26 fails during both peaks hours in both directions right now. We strongly urge MDOT to perform a systems planning exercise to examine the impacts of the current schedule and recommend remedies to keep this project moving forward for construction.

We would also like to once again bring to your attention to the park and ride lot project proposed at the interchange of US 340 and Mount Zion Rd, currently funded for construction. There continues to be a need to accommodate the overflow from the existing lots at this location. We don't believe it should take over 3 years just to design and build a parking lot and are disappointed that this has not been addressed by MDOT SHA over the past year.

We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Ron Burns in the Division of Planning & Permitting at 301-600-6742 or rburns@frederickcountymd.gov.

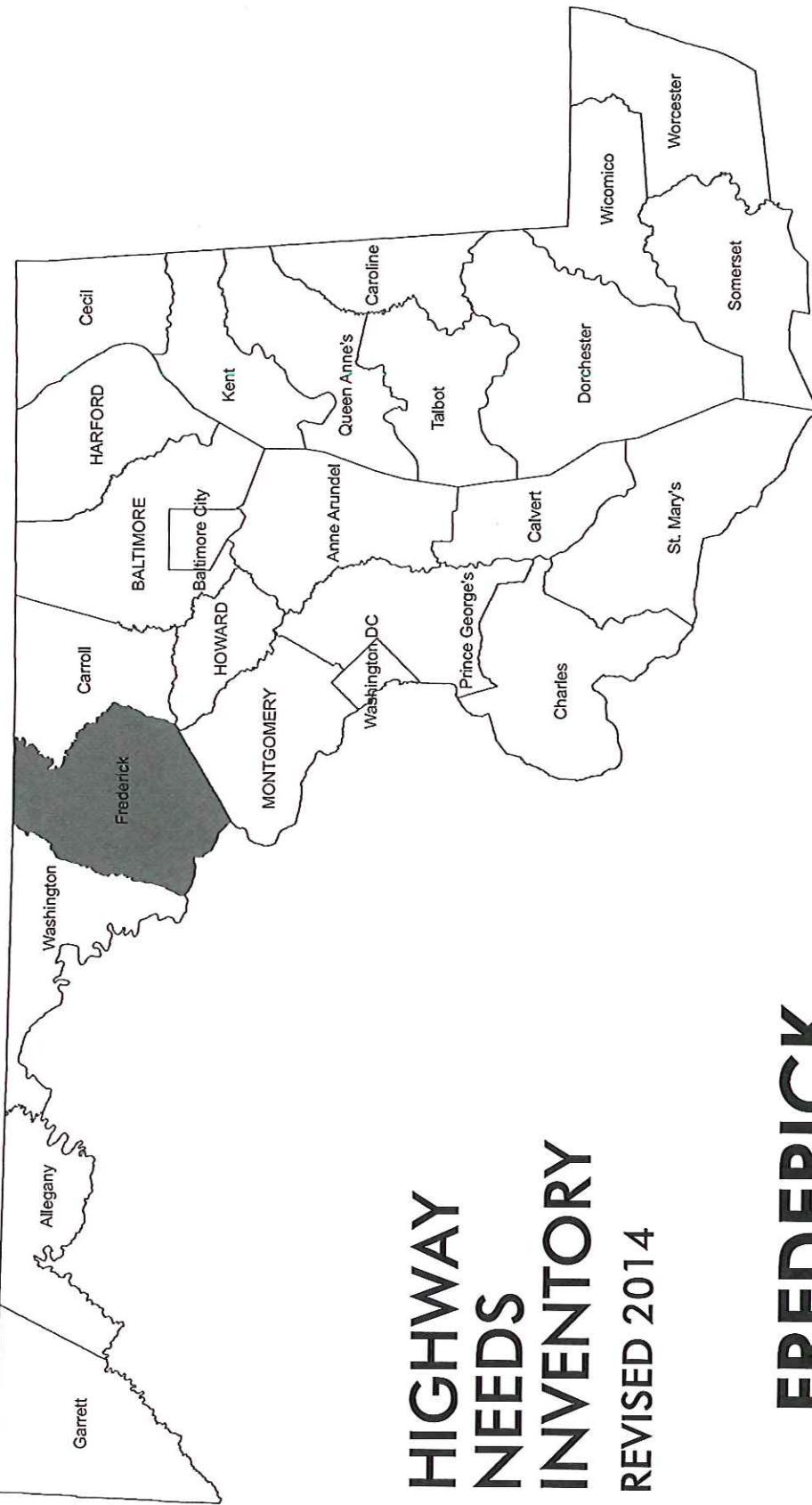
Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND

STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND

Jan H. Gardner
County Executive

Del. William Folden
Chairman of Delegation



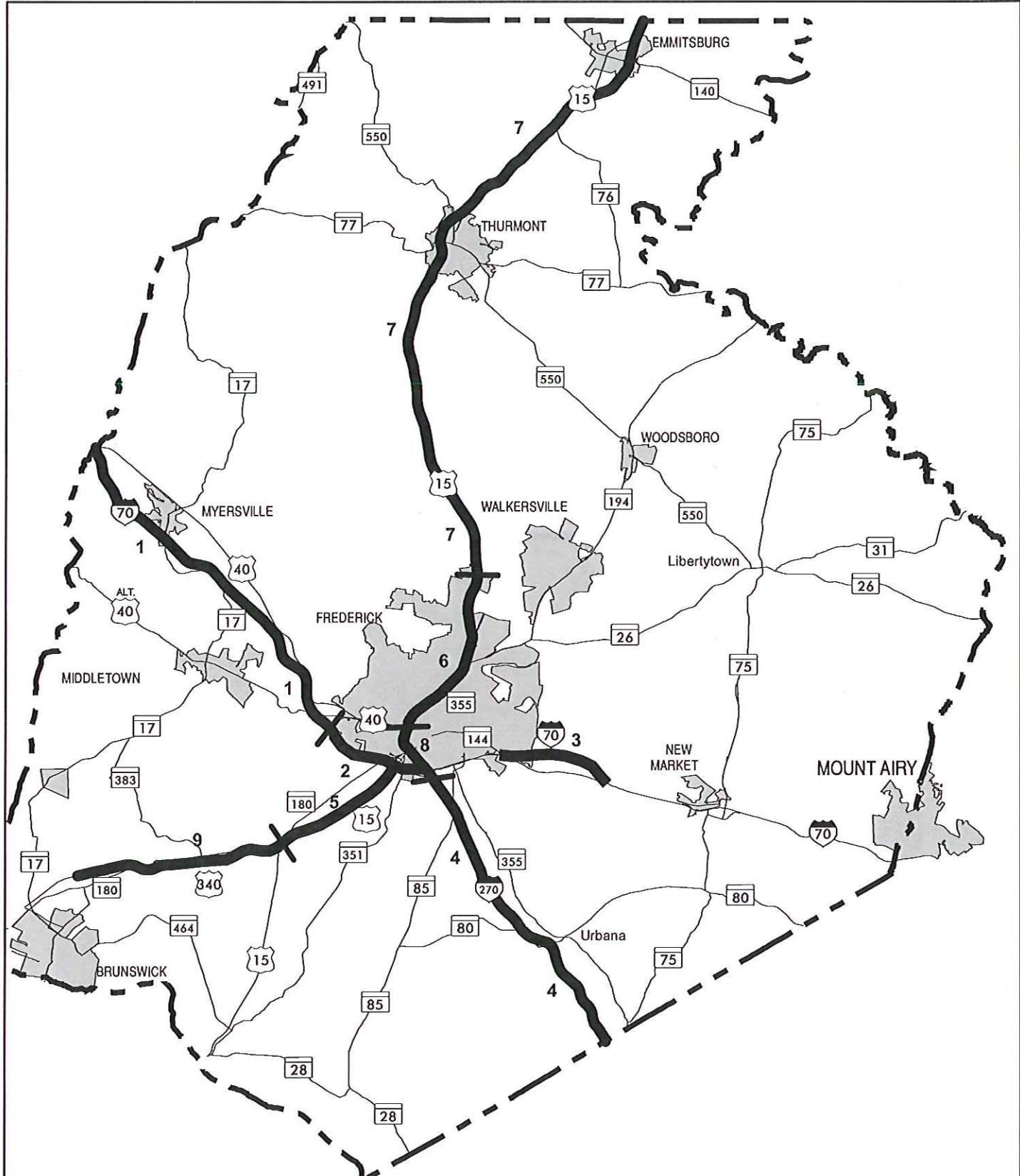
HIGHWAY NEEDS INVENTORY REVISED 2014

FREDERICK

Prepared by:
REGIONAL AND INTERMODAL PLANNING DIVISION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING



CONTENTS:
PRIMARY
SECONDARY



FREDERICK COUNTY HIGHWAY NEEDS INVENTORY

Primary System

0 2 4 8
Miles

7.4b



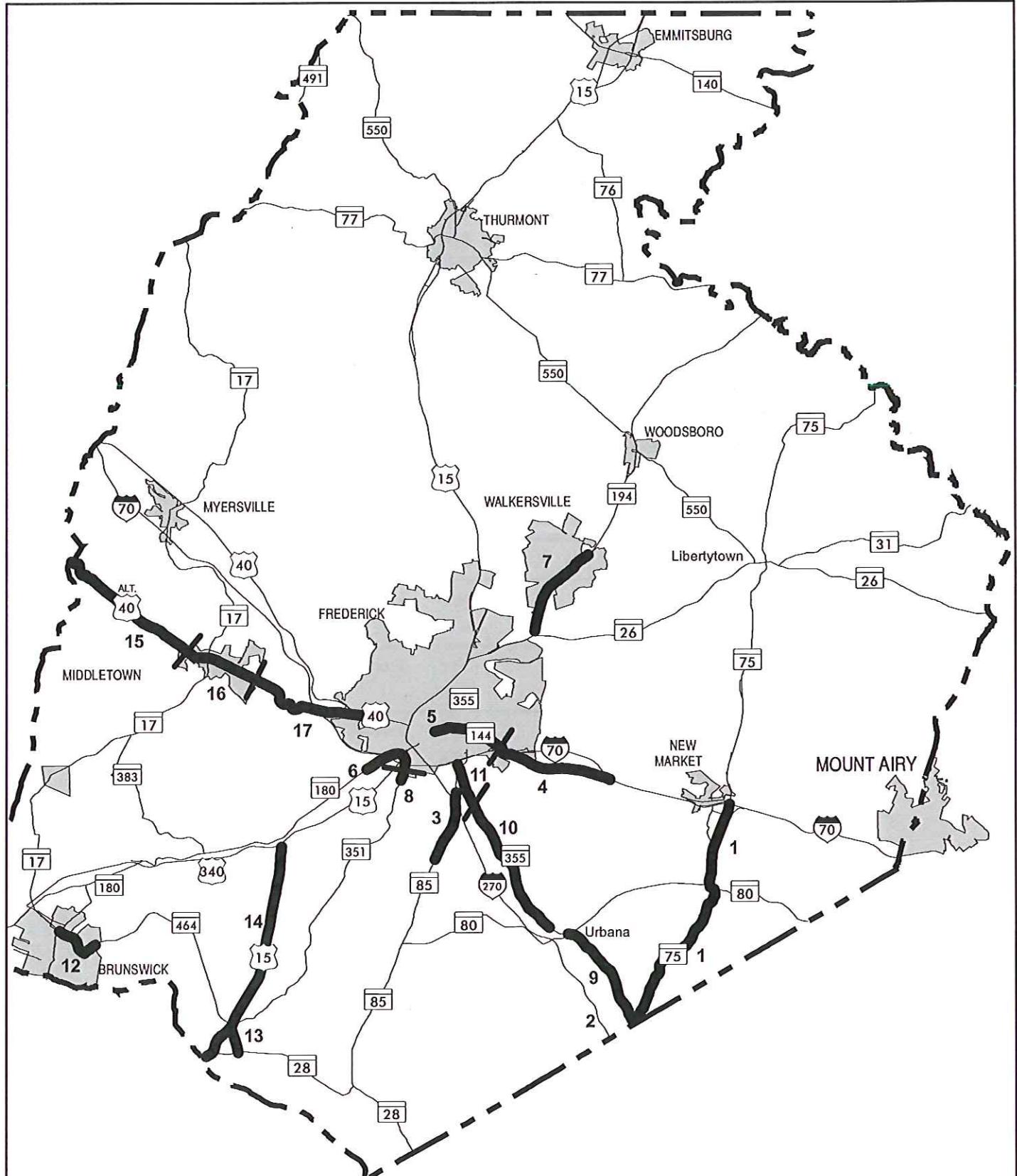
January 2014

HIGHWAY NEEDS INVENTORY

Frederick County - Primary

(Revised 2014)

Map Ref.	Route-Route Name Limits	County Priority Length	Improvement Type Cost (\$000)
1	IS 70 Washington County line to west of Mt. Phillip Road	Yes 11.6	Freeway reconstruct (includes interchanges) \$656,100
2	IS 70 Baltimore National Pike/Eisenhower Mem. Highway Mt. Philip Road to I-270	Yes 3.0	Freeway reconstruct (includes interchanges) \$145,100
3	IS 70 E. Patrick Street to Meadow Road	Yes 3.4	Freeway reconstruct (includes interchanges) \$33,300
4	IS 270 Dwight Eisenhower Highway Montgomery County line to I-70 (US 40)	Yes 10.1	Freeway reconstruct (includes Managed lanes/interchanges) \$1,894,600
5	US 15 Jefferson National Pike US 340 West Split to I-70	No 4.1	Freeway reconstruct with interchanges \$156,200
6	US 15 Frederick Freeway US 40 to North of Biggs Ford Road	Yes 6.4	Freeway reconstruct (includes interchanges) \$1,012,100
7	US 15 Catoctin Mt. Highway North of Biggs Ford Road to Pennsylvania State line	No 19.8	Freeway reconstruct (includes interchanges) \$742,500
8	US 40 Frederick Freeway US 15 to I-70	Yes 1.4	Multi-lane reconstruct \$252,800
9	US 340 Jefferson National Pike St. Mark Road to US 15	No 5.5	Freeway reconstruct (includes interchange) \$303,900



FREDERICK COUNTY

HIGHWAY NEEDS INVENTORY

Secondary System

0 2 4 8
Miles

7.4c



January 2014

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2014)

Map Ref.	Route-Route Name Limits	County Priority Length	Improvement Type Cost (\$000)
	MD 75 Green Valley Road	Yes	Multi-lane reconstruct
1	MD 355 to I-70	8.1	\$151,800
2	MD 75 Ex Dwight Eisenhower Highway At MD 75	No 1.2	Multi-lane construct (includes interchange) \$118,500
3	MD 85 Buckeystown Pike English Muffin Way to north of Grove Road.	Yes 2.1	Multi-lane divided reconstruct \$222,800
4	MD 144 FA Old National Pike East of Spring Ridge to Monocacy Blvd	Yes 3.5	Multi-lane reconstruct \$273,000
5	MD 144 FA West Patrick Street Monocacy Blvd to Jefferson Street	No 1.9	Multi-lane urban reconstruct \$43,500
6	MD 180 Jefferson Pike Greenfield Drive to Ballenger Center Drive	Yes 1.6	Multi-lane reconstruct (includes interchange at US 15) \$242,500
7	MD 194 Woodsboro Pike 0.1 mile north of MD 26 to Devilbiss Road	Yes 3.3	Divided highway reconstruct \$66,700
8	MD 351 Ballenger Creek Pike Corporate Drive to Ballenger Center Drive	No 1.0	Multi-lane reconstruct \$35,800
9	MD 355 Urbana Pike MD 75 Rel to MD 80	No 3.3	Multi-lane reconstruct \$81,900
10	MD 355 Urbana Pike Sprigg Street South to New Technology Way	No 4.1	2 lane reconstruct \$39,300
11	MD 355 Urbana Pike New Technology Way to MD 85	No 1.5	Multi-lane reconstruct \$61,500
12	MD 464 Souder Road MD 79 to Corporate limits of Brunswick	No 1.4	2 lane reconstruct \$19,900
13	MD 464 Ex Tuscarora Road relocated East of US 15 to 0.25 mile east of Rock Hall Road	No 1.3	2 lane reconstruct/construct \$14,900
14	US 15 Catoctin Mountain Highway Potomac River to US 340	Yes 6.8	Freeway reconstruct (includes interchanges and access control improvements) \$396,400

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2014)

Map Ref.	Route-Route Name Limits	County Priority Length	Improvement Type Cost (\$000)
US 40 15	AL Old National Pike Washington County line to west of Middletown	No 4.5	2 lane reconstruct \$43,500
US 40 16	AL West/East Main Street West of Middletown to West of Hollow Road	No 2.2	2 lane urban reconstruct \$30,142
US 40 17	AL Old National Pike West of Hollow Road to US 40	No 3.7	Divided highway reconstruct \$688,300



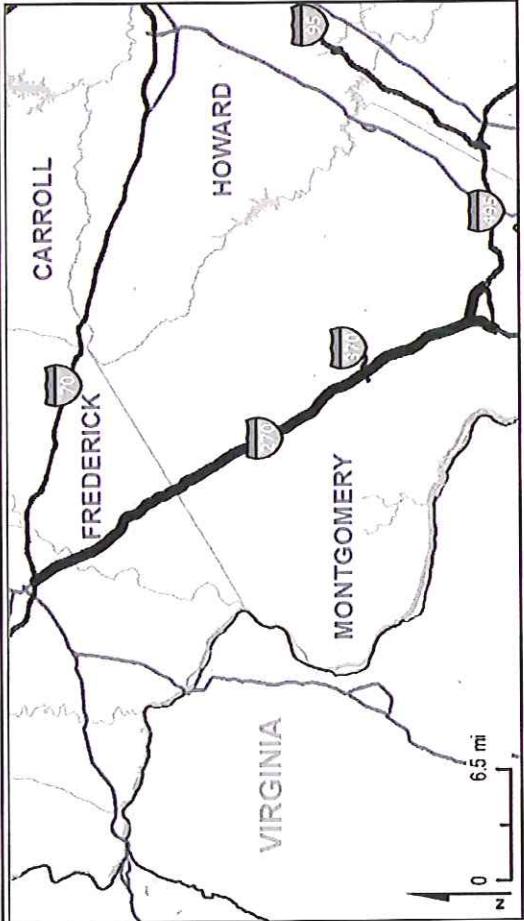
STATE HIGHWAY
ADMINISTRATION



FREDERICK COUNTY

STATE HIGHWAY ADMINISTRATION – Frederick County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east I-270 and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)
MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 14)
I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
Traffic Relief Plan (Statewide - Line 6)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Construction underway.
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$6.8 million is due to construction testing and inspection activities.

<u>POTENTIAL FUNDING SOURCE:</u>							<u>CLASSIFICATION:</u>			
PHASE	TOTAL COST (\$000)	ESTIMATED EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	<u>PROJECT CASH FLOW</u>			SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM : Primary
					<u>FOR PLANNING PURPOSES ONLY</u>					
Planning	0	0	0	0	0	0	0	0	0	STATE - Principal Arterial
Engineering	2,061	2,061	0	0	0	0	0	0	0	FEDERAL - Interstate
Right-of-way	0	0	0	0	0	0	0	0	0	STATE SYSTEM : Primary
Construction	109,751	5,225	15,186	28,799	30,335	30,206	0	0	0	Annual Average Daily Traffic (vehicles per day)
Total	111,812	7,286	15,186	28,799	30,335	30,206	0	0	0	CURRENT (2017) - 87,400 - 253,400
Federal-Aid	0	0	0	0	0	0	0	0	0	PROJECTED (2035) - 98,000 - 272,000

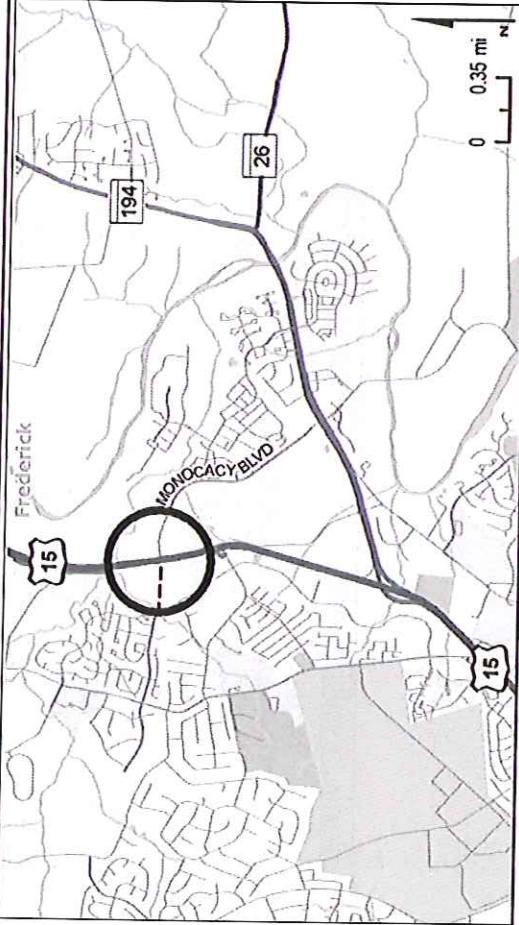
STIP REFERENCE #MO0691

12/01/2017

The estimated cost is for the entire project in Montgomery and Frederick counties.

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STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 2



PRIMARY CONSTRUCTION PROGRAM

PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic volume associated with existing and planned development. The project will close an existing at-grade US 15 intersection at Hayward Road.

<u>SMART GROWTH STATUS:</u>	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet To Be Determined	<input type="checkbox"/> Exception Granted	

ASSOCIATED IMPROVEMENTS:

US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 13)

- Environmental Stewardship
- Community Vitality
- Economic Prosperity
- Safety & Security
- System Preservation
- Quality of Service

STATE GOALS:

Maryland Transportation Plan (MTP) Goals/Selection Criteria:

EXPLANATION: The new interchange will improve safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a ride-share facility. This interchange will support ongoing and planned growth.

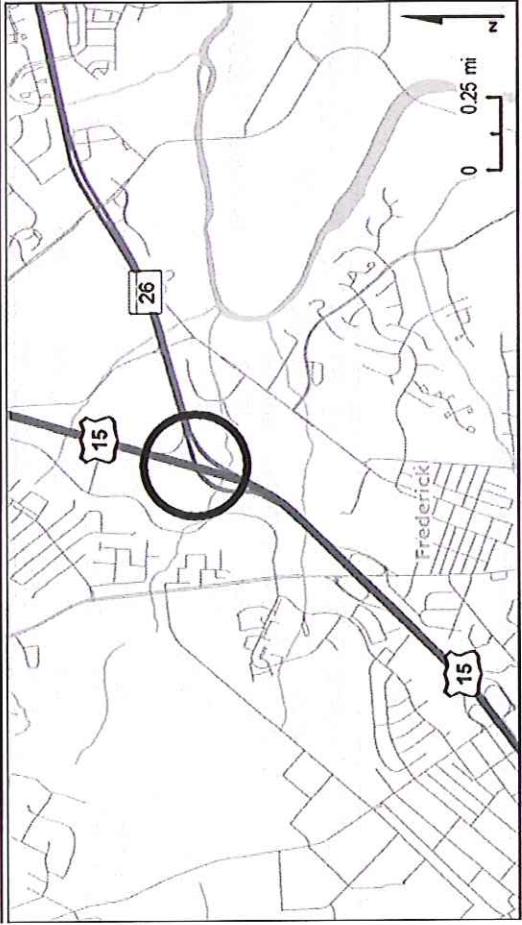
STATUS: Construction underway. Frederick County funded \$1.4 million for Engineering. City of Frederick funded \$1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	<u>CLASSIFICATION:</u>
					<input checked="" type="checkbox"/> SPECIAL PROJECT CASH FLOW	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
Planning	682	682	0	0	0	0	0	0	0	0	STATE - Principal Arterial
Engineering	4,344	4,344	0	0	0	0	0	0	0	0	FEDERAL - Freeway/Expressway
Right-of-way	19,281	15,447	245	1,683	1,906	0	0	0	0	0	STATE SYSTEM: Primary
Construction	37,309	23,015	14,294	0	0	0	0	0	3,834	0	Annual Average Daily Traffic (vehicles per day)
Total	61,616	43,488	14,539	1,683	1,906	0	0	0	14,294	0	CURRENT (2017) - 45,500
Federal Aid	15,325	12,622	80	1,198	1,425	0	0	0	18,128	0	PROJECTED (2035) - 85,500
									2,703	0	

STIP REFERENCE #FR5711 12/01/2017

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STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 3**SECONDARY CONSTRUCTION PROGRAM****PROJECT:** US 15, Catoctin Mountain Highway**DESCRIPTION:** Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is structurally deficient.

- SMART GROWTH STATUS:**
- Project Inside PFA
 - Project Outside PFA
 - Project Not Location Specific
 - Grandfathered
 - Exception Will Be Required
 - Not Subject to PFA Law
 - Exception Granted

ASSOCIATED IMPROVEMENTS:

US 15/US 40 Frederick Freeway Study, I-70/US 40 to Biggs Ford Road (Line 13)

- MARYLAND TRANSPORTATION PLAN (MTP) GOALS/SELECTION CRITERIA:**
- | | |
|-------------------------------------|---------------------------|
| <input checked="" type="checkbox"/> | Safety & Security |
| <input type="checkbox"/> | Environmental Stewardship |
| <input type="checkbox"/> | Community Vitality |
| <input type="checkbox"/> | Economic Prosperity |

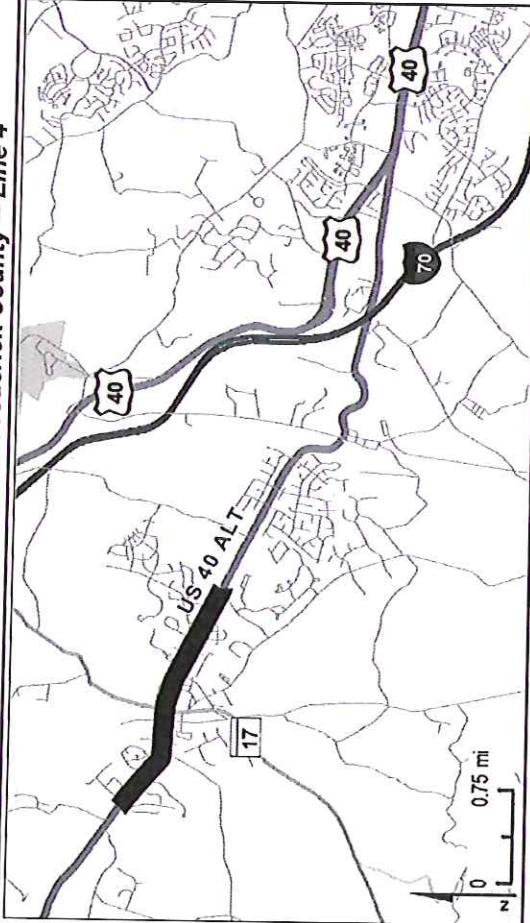
EXPLANATION: The existing structure is structurally deficient.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

POTENTIAL FUNDING SOURCE:	<input checked="" type="checkbox"/> SPECIAL			<input type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL			<input type="checkbox"/> OTHER			SIX YEAR TO COMPLETE	BALANCE TO COMPLETE
	TOTAL COST (\$000)	ESTIMATED EXPEND THRU	CURRENT YEAR	BUDGET YEAR	2020	2021	2022	2023	2024	2025	2026	2027		
PHASE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	642	642	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	5,799	2,564	3,235	0	0	0	0	0	0	0	0	3,235	0	0
Total	6,441	3,206	3,235	0	0	0	0	0	0	0	0	3,235	0	0
Federal-Aid	465	465	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

- | | |
|--|----------------------|
| STATE | - Major Collector |
| FEDERAL | - Freeway/Expressway |
| STATE SYSTEM | : Primary |
| ANNUAL AVERAGE DAILY TRAFFIC (VEHICLES PER DAY) | 24,500 |

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 4



PROJECT: US 40 ALT, Old National Pike

DESCRIPTION: Construct roadway improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements from Ivy Hill Drive to Middletown Parkway (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 ALT.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Project Not Location Specific |
| <input checked="" type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Grandfathered |
| | <input type="checkbox"/> Exception Will Be Required |
| | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

- Safety & Security
- Environmental Stewardship
- Community Vitality
- Economic Prosperity
- System Preservation
- Quality of Service

EXPLANATION: The project will improve safety and enhance community vitality in the Town of Middletown.

STATUS: Construction underway. Town of Middletown is funding \$3.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017-22 CTP: None.

SECONDARY CONSTRUCTION PROGRAM

SMART GROWTH STATUS:

Project Specific

Not Subject to PFA Law

Grandfathered

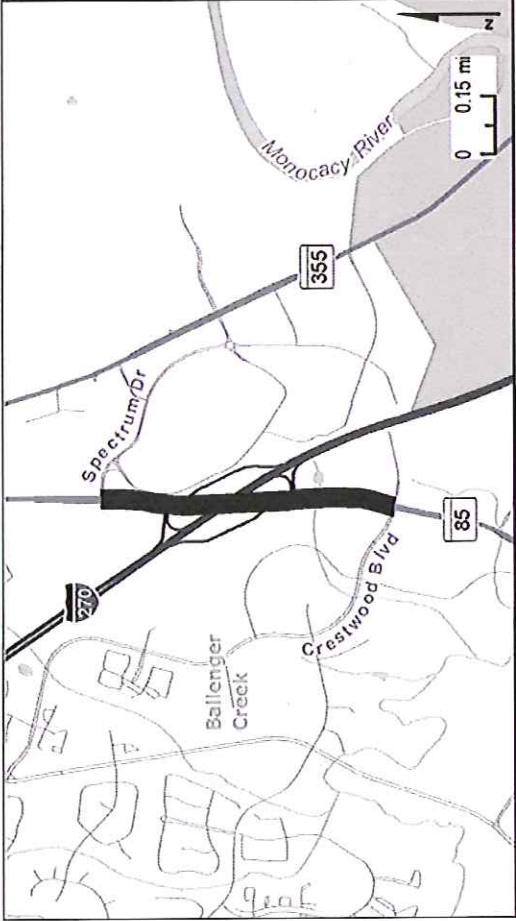
Exception Will Be Required

Exception Granted

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		PROJECT CASH FLOW		CLASSIFICATION:		
PHASE	TOTAL COST (\$000)	ESTIMATED THRU 2017	CURRENT EXPEND 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	2020...	2021...	2022...	2023...	SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE -	FEDERAL -	STATE SYSTEM : Secondary
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	3,462	3,459	3	0	0	0	0	0	0	0	0			
Right-of-way	329	209	40	46	34	0	0	0	0	3	0			
Construction	14,143	2,956	6,290	4,846	38	13	0	0	0	120	0			
Total	17,934	6,624	6,333	4,892	72	13	0	0	0	11,187	0			
Federal-Aid	11,938	4,500	4,265	3,173	0	0	0	0	0	11,310	0			
										7,438	0			

STIP REFERENCE #FR3501

12/01/2017

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 5**SECONDARY CONSTRUCTION PROGRAM****PROJECT:** MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, restrict opportunities along MD 85.

- SMART GROWTH STATUS:** Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:
 Safety & Security
 Environmental Stewardship
 Community Vitality
 Economic Prosperity
 System Preservation
 Quality of Service

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Construction and Right-of-Way underway. County funded \$1.5 million for partial engineering. Construction delayed from FY17 to FY18 due to utility relocations.

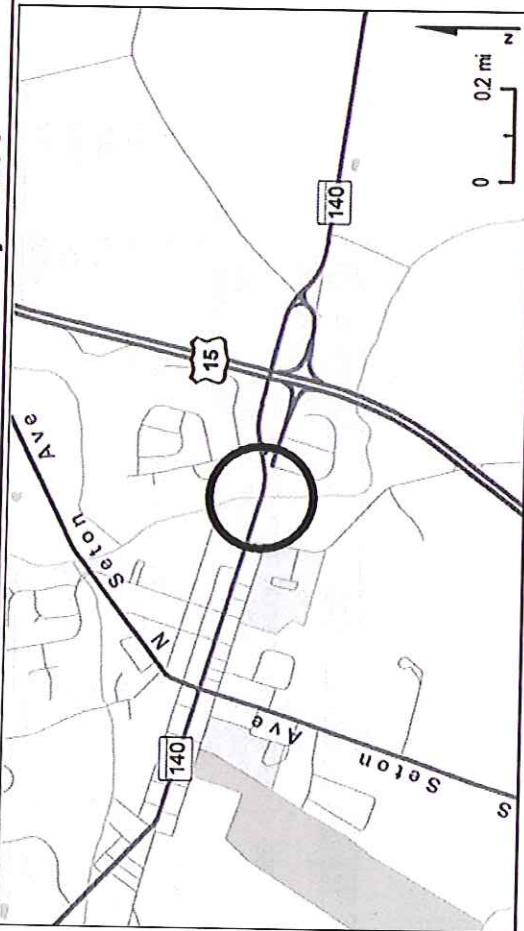
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$21.5 million is due to practical design changes.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER	PROJECT CASH FLOW						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						SIX YEAR TOTAL	BALANCE TO COMPLETE
					...2020...	...2021...	...2022...	...2023...			0	0
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	6,600	6,544	56	0	0	0	0	0	0	0	56	0
Right-of-way	13,871	6,653	2,353	2,859	2,006	0	0	0	0	0	7,218	0
Construction	64,457	10	7,063	16,869	19,137	21,378	0	0	0	0	64,447	0
Total	85,459	13,738	9,472	19,728	21,143	21,378	0	0	0	0	71,721	0
Federal-Aid	58,553	2,479	7,132	15,485	16,113	17,324	0	0	0	0	56,054	0

CLASSIFICATION:

STATE - Major Collector	FEDERAL - Other Principal Arterial	STATE SYSTEM : Secondary	Annual Average Daily Traffic (vehicles per day)
CURRENT (2017) - 35,500 - 53,000	PROJECTED (2035) - 49,000 - 75,000		

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 6



PROJECT: MD 140, Main Street

DESCRIPTION: Replace Bridge 10062 over Flat Run.

SECONDARY CONSTRUCTION PROGRAM

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Safety & Security
- Maryland Transportation Plan (MTP) Goals/Selection Criteria:
 - Environmental Stewardship
 - Community Vitality
 - Economic Prosperity
- System Preservation
- Quality of Service

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

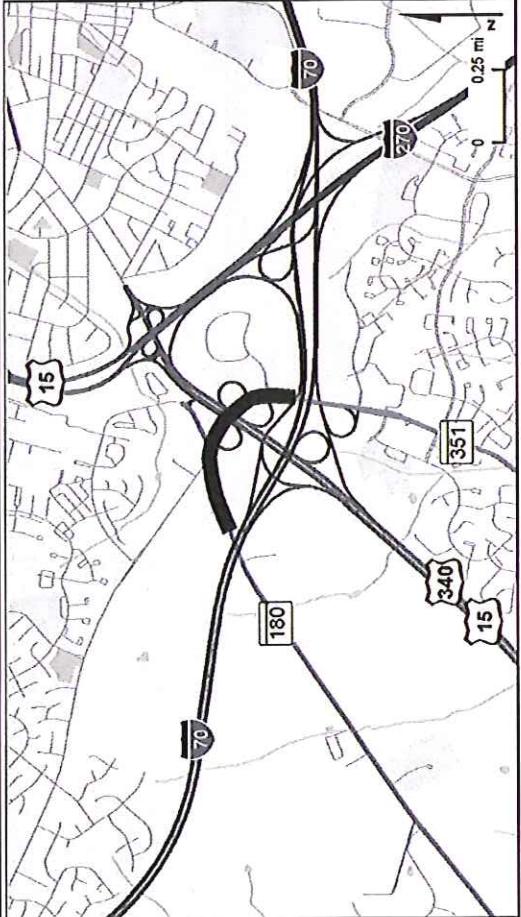
PHASE	POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER			PROJECT CASH FLOW	CLASSIFICATION:			
	TOTAL COST (\$000)	ESTIMATED EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	SIX YEAR 2020... 2021... 2022... 2023...		TOTAL	BALANCE TO COMPLETE	STATE -	FEDERAL -
Planning	0	0	0	0	0	0		0	0		
Engineering	1,344	1,344	0	0	0	0		0	0		
Right-of-way	270	248	7	7	8	0		0	0		
Construction	4,340	1,617	1,903	906	14	0		0	22		
Total	5,954	3,209	1,810	913	22	0		0	2,723		
Federal-Aid	4,492	2,267	1,481	744	0	0		0	2,745		
						0		0	2,225		

STIP REFERENCE #FR5361

12/01/2017

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SHA-F-6

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 7**SECONDARY CONSTRUCTION PROGRAM****PROJECT:** MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180 from north of I-70 West Crossing to I-70 East Crossing (0.7 miles), including new, second bridge over US 15/US 340.

PURPOSE & NEED SUMMARY STATEMENT: Operational improvements and capacity improvements to support mobility and economic development in Frederick County.

Maryland Transportation Plan (MTP) Goals/Selection Criteria:									
Environmental Stewardship									
Community Vitality									
Economic Prosperity									
Safety & Security									
System Preservation									
Quality of Service									

EXPLANATION: The corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

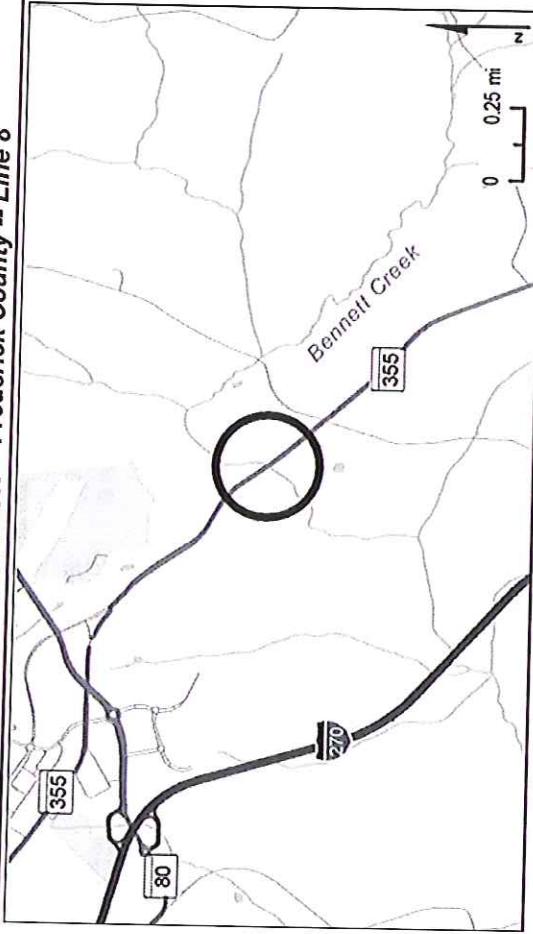
SMART GROWTH STATUS:	
<input type="checkbox"/>	Project Not Location Specific
<input checked="" type="checkbox"/>	Project Inside PFA
<input type="checkbox"/>	Project Outside PFA
<input type="checkbox"/>	PFA Status Yet To Be Determined
<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 180/MD 351 Corridor Study, Greenfield Drive to Corporate Drive (Line 15)

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$10.0 million is due to a more detailed estimate.

CLASSIFICATION:										
STATE - Major Collector	STATE - Major Collector									
FEDERAL - Major Collector	STATE SYSTEM : Secondary									
CURRENT (2017) - 22,000	Annual Average Daily Traffic (Vehicles per day)									
POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	<u>PROJECT CASH FLOW</u>									
PHASE	TOTAL COST (\$000)	ESTIMATED EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY ...2020....	...2021....	...2022....	...2023....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	1,376	2,484	1,140	0	0	0	0	0	3,624
Right-of-way	146	0	26	36	36	36	12	0	0	146
Construction	15,866	0	0	2,109	5,901	7,856	0	0	0	15,866
Total	21,012	1,376	2,510	3,285	5,937	7,892	12	0	0	19,636
Federal-Aid	12,375	0	0	1,645	4,603	6,127	0	0	0	12,375

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

SECONDARY CONSTRUCTION PROGRAM

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is structurally deficient.

SMART GROWTH STATUS:

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Grandfathered	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet To Be Determined		

ASSOCIATED IMPROVEMENTS:

- STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Safety & Security
 - Environmental Stewardship
 - Community Vitality
 - Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

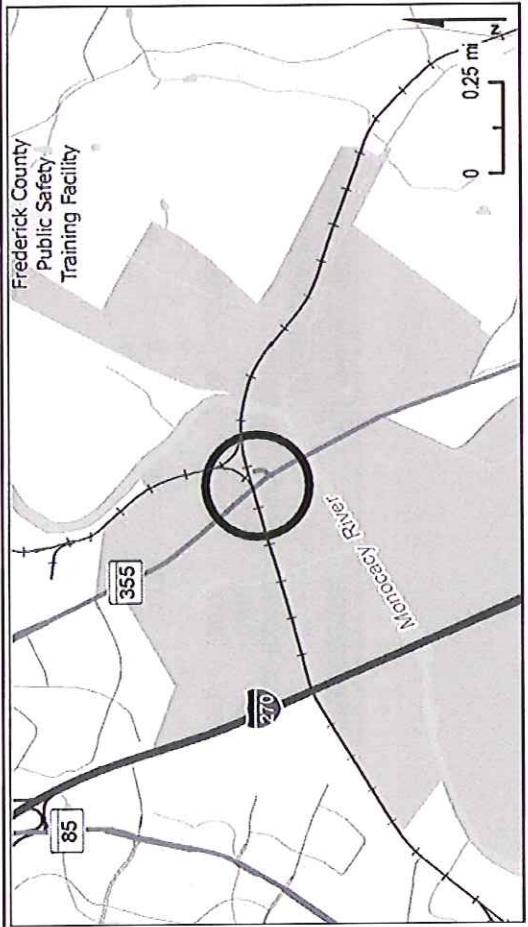
STATUS: Engineering underway. Construction to begin during budget fiscal year. Construction delayed from FY18 to FY19 due to readvertising the project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTB: The cost increase of \$1.0 million is due to additional Engineering needs.

PHASE	POTENTIAL FUNDING SOURCE:			TOTAL	ESTIMATED COST (\$000)	CURRENT EXPEND THRU YEAR	BUDGET YEAR	PROJECT CASH FLOW			SIX YEAR TO COMPLETE	BALANCE	CLASSIFICATION:	
	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL					FOR PLANNING PURPOSES ONLY	...2020...	...2021...	...2022...	...2023...		
Planning	0	0	0	0	0	2017	2018						0	0
Engineering	2,252	1,786	466	0	0			0	0	0	0	0	0	Major Collector
Right-of-way	276	2	62	77	77			0	0	0	0	466	0	Major Collector
Construction	8,000	0	0	4,520	3,480			58	0	0	0	274	0	Secondary
Total	10,528	1,788	528	4,597	3,557			58	0	0	0	8,000	0	Annual Average Daily Traffic (vehicles per day)
Federal-Aid	1,708	1,348	360	0	0			0	0	0	0	8,740	0	CURRENT (2017) - 9,500
												PROJECTED (2035) -	12,800	

STIP REFERENCE #FR1321

12/01/2017

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9**SECONDARY CONSTRUCTION PROGRAM****PROJECT:** MD 355, Urbana Pike**DESCRIPTION:** Replace Bridge 10084 over CSXT railroad.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1931, is structurally deficient.

- | | | |
|--|--|---|
| SMART GROWTH STATUS: | <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered | |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required | |
| <input type="checkbox"/> PFA Status Yet To Be Determined | <input type="checkbox"/> Exception Granted | |

ASSOCIATED IMPROVEMENTS:**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

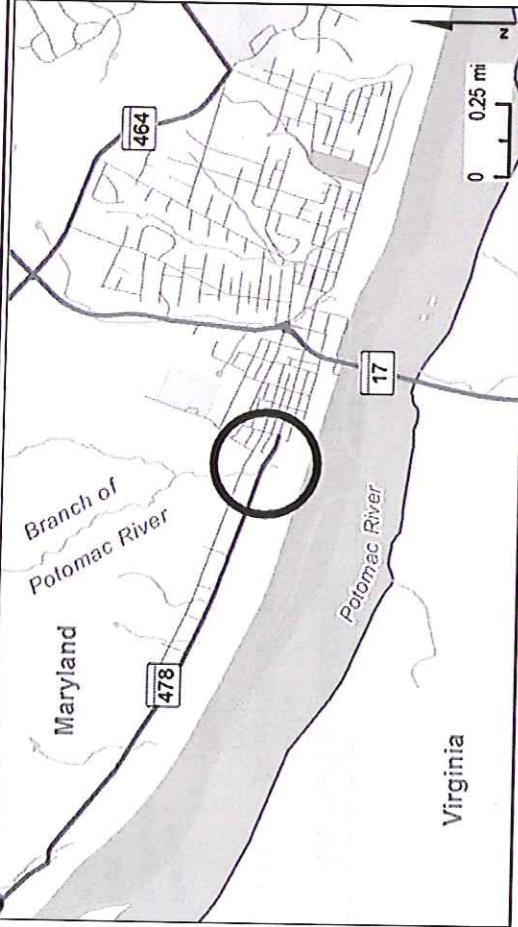
- | | |
|---|---------------------------|
| <input type="checkbox"/> Safety & Security | Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | Community Vitality |
| <input type="checkbox"/> Quality of Service | Economic Prosperity |

EXPLANATION: The existing structure is structurally deficient.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** The cost increase of \$13.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:	<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM : Secondary	STATE - Major Collector	FEDERAL - Minor Arterial
	PROJECT	CASH FLOW	2020	2021	2022	2023	2024						
Planning	TOTAL COST (\$000)	ESTIMATED THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY								
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,870	1,865	5	0	0	0	0	0	0	0	5	0	
Construction	750	24	143	212	212	159	0	0	0	726	0		
Total	19,647	17	8,476	11,154	0	0	0	0	0	19,630	0		
Federal-Aid	22,267	1,906	8,624	11,366	212	159	0	0	0	20,361	0		
	1,348	1,346	2	0	0	0	0	0	0	2	0		

CLASSIFICATION:		STATE SYSTEM : Secondary	STATE - Major Collector	FEDERAL - Minor Arterial
ANNUAL AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)	CURRENT (2017) -	13,000		

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 10



PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replace Bridge 10089 over a branch of the Potomac River.

SECONDARY CONSTRUCTION PROGRAM

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

- SMART GROWTH STATUS:
- Project Inside PFA
 - Project Outside PFA
 - Project Not Location Specific
 - Not Subject to PFA Law
- PFA Status Yet To Be Determined
- ASSOCIATED IMPROVEMENTS:
- Environmental Stewardship
 - Community Vitality
 - Economic Prosperity

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service

EXPLANATION: The existing structure is structurally deficient.

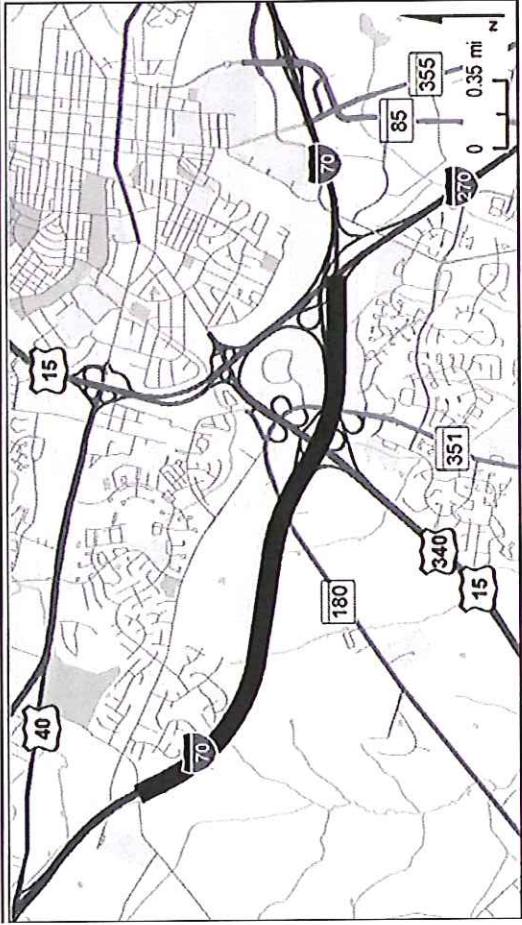
STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET 2019	PROJECT CASH FLOW			SIX YEAR TOTAL	BALANCE TO COMPLETE	CLASSIFICATION:
					FOR PLANNING PURPOSES ONLY	2020...2021...	2022...2023...			
Planning	0	0	0	0	0	0	0	0	0	STATE - Major Collector
Engineering	1,565	717	848	0	0	0	0	0	848	FEDERAL - Other Principal Arterial
Right-of-way	424	12	159	80	0	0	0	0	0	STATE SYSTEM: Secondary
Construction	4,576	0	961	3,615	0	80	80	13	0	Annual Average Daily Traffic (vehicles per day)
Total	6,565	729	1,968	3,695	80	80	80	0	4,576	CURRENT (2017) - 3,500
Federal-Aid	4,532	321	1,391	2,820	0	0	0	0	5,836	PROJECTED (2035) - 5,000
								0	4,211	

STIP REFERENCE #FR1021 12/01/2017

9

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 11**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM****PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.**JUSTIFICATION:** This project will reduce congestion and provide capacity to accommodate planned development.

- SMART GROWTH STATUS:** Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

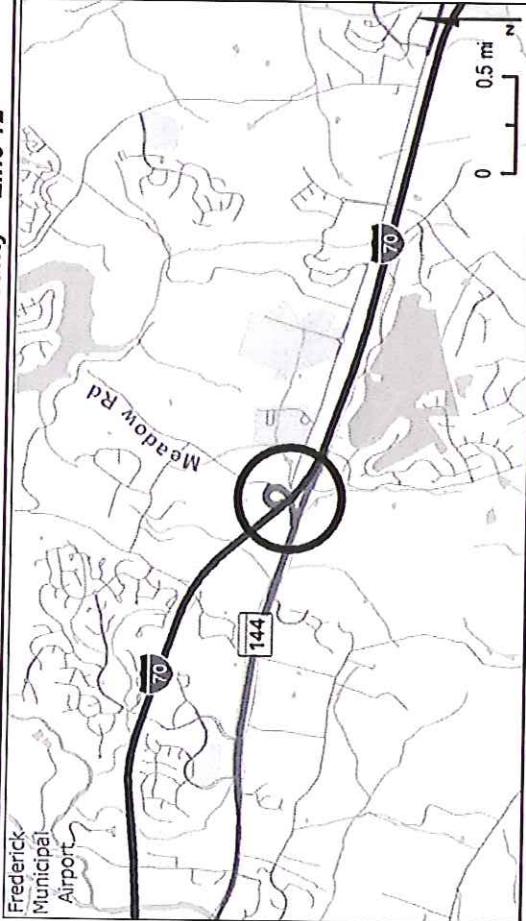
ASSOCIATED IMPROVEMENTS:

US 15/US 40 Frederick Freeway Study, I-70/US 40 to Biggs Ford Road (Line 13)
MD 180/MD 351 Corridor Study, Greenfield Drive to Corporate Drive (Line 15)
MD 180, Jefferson Pike (Line 7)
Traffic Relief Plan (Statewide - Line14)

STATUS: Engineering on hold.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW						SIX YEAR BALANCE TO COMPLETE		
PHASE	TOTAL COST (\$000)	ESTIMATED EXPEND THRU	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						YEAR TOTAL	TO COMPLETE
Planning	1,251	1,251	2017	2019	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
STATE: Principal Arterial
FEDERAL: Interstate
STATE SYSTEM: Primary
Annual Average Daily Traffic (vehicles per day):
CURRENT (2017) - 99,900
PROJECTED (2035) - 139,400

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 12**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM****PROJECT:** I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in City of Frederick and New Market.

SMART GROWTH STATUS:	<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
	<input checked="" type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Grandfathered	
	<input type="checkbox"/> PFA Status Yet To Be Determined	<input type="checkbox"/> Exception Will Be Required	
ASSOCIATED IMPROVEMENTS:		<input type="checkbox"/> Exception Granted	

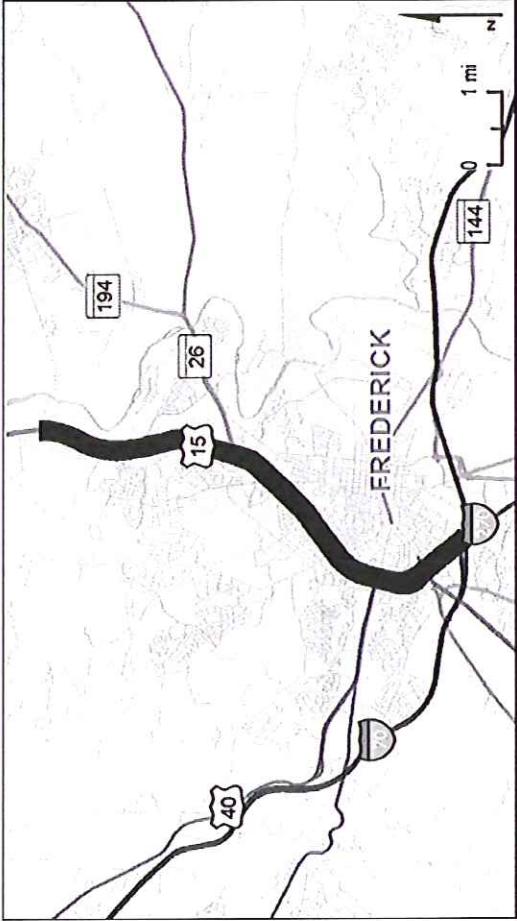
STATUS: Engineering underway by developer. County and developer are funding this project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL COST (\$000)	ESTIMATED EXPEND THRU	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	CLASSIFICATION
					<input checked="" type="checkbox"/> SPECIAL PROJECT CASH FLOW	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
Planning	252	252	2017	2018	0	0	0	0	0	0	STATE - Principal Arterial
Engineering	0	0	0	0	0	0	0	0	0	0	FEDERAL - Interstate
Right-of-way	0	0	0	0	0	0	0	0	0	0	STATE SYSTEM : Primary
Construction	0	0	0	0	0	0	0	0	0	0	Annual Average Daily Traffic (Vehicles per day)
Total	252	252	0	0	0	0	0	0	0	0	CURRENT (2017) - 67,500
Federal-Aid	0	0	0	0	0	0	0	0	0	0	PROJECTED (2035) - 82,200

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 13

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering study to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, sharp curves, and short merging and weaving sections.

SMART GROWTH STATUS:	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet To Be Determined	<input type="checkbox"/> Exception Granted	

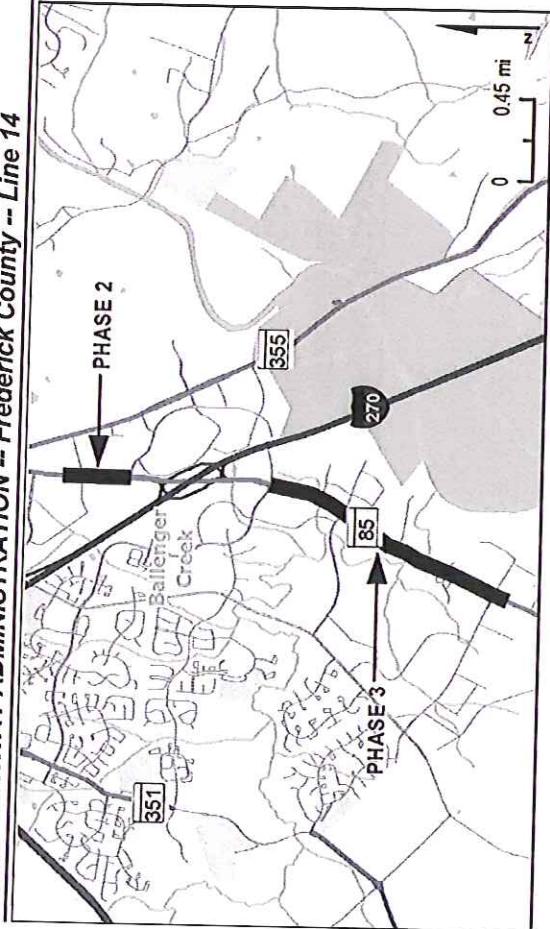
ASSOCIATED IMPROVEMENTS:
US 15 MD 26 Bridge Replacement (Line 3)

STATUS: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Extended limits north from MD 26 to north of Biggs Ford Road.

POTENTIAL FUNDING SOURCE:	<input checked="" type="checkbox"/> SPECIAL			<input type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL			<input type="checkbox"/> OTHER			SIX YEAR BALANCE TO COMPLETE	TOTAL COMPLETED	BALANCE TO	CLASSIFICATION:
	TOTAL COST (\$000)	ESTIMATED EXPEND THRU	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY											
Planning	2,248	2017	2018	650	350	0	0	0	0	0	0	0	0	1,000	0	STATE - Principal Arterial
Engineering	4,000	304	450	1,200	1,265	781	0	0	0	0	0	0	0	3,696	0	FEDERAL - Freeway/Expressway
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STATE SYSTEM : Primary
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Annual Average Daily Traffic (vehicles per day)
Total	6,248	1,552	1,100	1,550	1,265	781	0	0	0	0	0	0	0	0	0	CURRENT (2017) - 98,000 - 122,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECTED (2035) - 115,000 - 162,000

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 14



SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). The project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS:	<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
	<input checked="" type="checkbox"/> Project Outside PFA	<input type="checkbox"/>	<input type="checkbox"/> Grandfathered
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Exception Will Be Required
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Exception Granted
ASSOCIATED IMPROVEMENTS:	MD 85: Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)		

STATUS: Planning complete. Proceeding with Phase 1 Construction (Line 5).

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

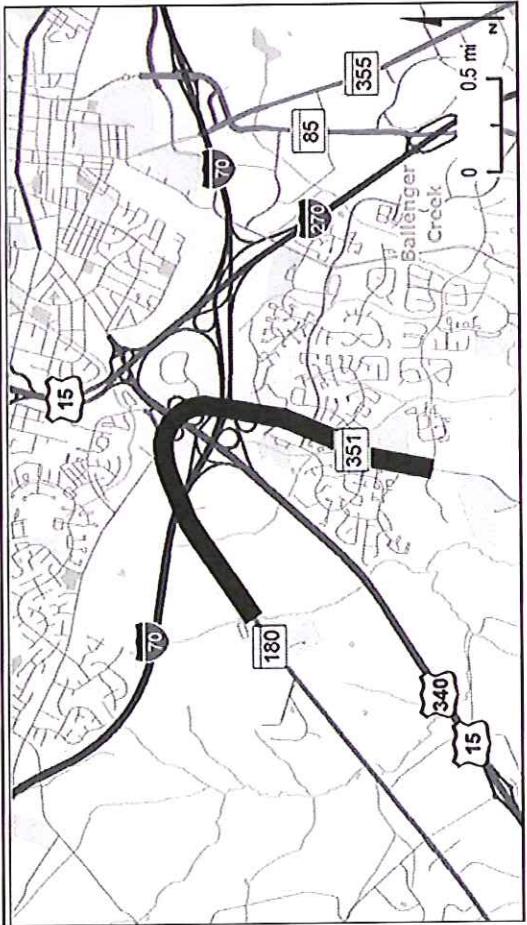
PHASE	POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> PROJECT CASH FLOW	GENERAL	<input checked="" type="checkbox"/> OTHER	CLASSIFICATION:
	TOTAL COST (\$000)	ESTIMATED EXPEND THRU 2017	CURRENT YEAR 2018				
Planning	531	531	0	0	0	0	STATE - Major Collector
Engineering	0	0	0	0	0	0	FEDERAL - Other Principal Arterial
Right-of-way	0	0	0	0	0	0	STATE SYSTEM: Secondary
Construction	0	0	0	0	0	0	Annual Average Daily Traffic (vehicles per day)
Total	531	531	0	0	0	0	CURRENT (2017) - 17,000 - 53,000
Federal-Aid	0	0	0	0	0	0	PROJECTED (2035) - 25,000 - 73,000

STIP REFERENCE #FRNEW3

12/01/2017

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 15

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 180 and MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: The MD 180 and MD 351 corridor is experiencing rapid development. Businesses and residential developments in the study area contribute to operational failures along the existing roadway network, indicated by heavily congested roads and high traffic volumes, especially during peak periods.

- SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 7)
I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 11)

STATUS: Planning on hold. County is funding \$0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None

POTENTIAL FUNDING SOURCE:	<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER	
	PROJECT CASH FLOW		FOR PLANNING PURPOSES ONLY		SIX YEAR TOTAL		BALANCE TO COMPLETE	
PHASE	TOTAL COST (\$000)	ESTIMATED THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	2020.....2021.....2022.....2023.....	2023.....	2024.....2025.....2026.....2027.....2028.....2029.....	2029.....
Planning	2,288	2,288	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Total	2,288	2,288	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector	FEDERAL - Major Collector	STATE SYSTEM : Secondary
Annual Average Daily Traffic (vehicles per day)	CURRENT (2017) - 28,900	PROJECTED (2035) - 62,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16

ITEM NO.	ROUTE NO.	ROUTE	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>					
<u>Resurface/Rehabilitate</u>					
1	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative		2,281	Completed
2	MD 77	Rocky Ridge Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative		2,989	Completed
<u>Bridge Replacement/Rehabilitation</u>					
<u>Intersection Capacity Improvements</u>					
3	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements <u>Fiscal Years 2018 and 2019</u>		1,779	Completed
<u>Resurface/Rehabilitate</u>					
4		At various locations in Frederick County; mill and resurface		14,391	FY 2018
5		At various locations in Frederick County; mill and resurface		18,431	Under construction
6	MD 26	Liberty Road; West South Street to MD 31; safety and resurface		1,216	Under construction
7	MD 26	Liberty Road; US 15 to east of MD 194; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative		2,563	Completed
8	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative		2,304	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION – FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED CCST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2019
10	US 40 EB	Baltimore National Pike; Bridge 1014600 at US 40 Ramp F; bridge rehabilitation	3,614	Completed
11	MD 194	Woodsboro Pike; Bridge 1007200 over Little Pipe Creek; bridge rehabilitation	1,868	Completed
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements	4,838	FY 2018
13	US 15	Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements	4,100	FY 2019
<u>Urban Reconstruction</u>				
14	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,759	Under construction
15	MD 144 FB	Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	7,859	Under construction
16	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	5,768	Under construction
<u>Traffic Management</u>				
17	MD 144	East Patrick Street; at Monocacy Boulevard; City of Frederick traffic signal improvement; miscellaneous	43	Completed
18	MD 180	Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization	458	FY 2019

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
Fiscal Years 2018 and 2019 (cont'd)				
19	I 70	Eisenhower Memorial Highway; Bill Moxley Road to Interstate MM 67.0; landscape	28	Under construction
<u>Environmental Preservation</u>				
20	MD 17	Petersville Road; B Street to Center Street; sidewalks	1,039	Under construction
<u>Intersection Capacity Improvements</u>				
21	MD 180	Jefferson Pike/Ballenger Creek Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	107	Completed
<u>TMDL Compliance</u>				
22		At various locations in Frederick County - Group 1A; drainage improvement	3,135	Under construction
23		Tree establishment at various locations in Frederick County; landscape	1,253	Under construction
24		Little Catoctin Creek at US 340; wetlands replacement	2,607	FY 2018
25		Tree planting at various locations in Frederick County; landscape	2,022	FY 2018
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
26		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<p><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail</p>	360	FY 2018

CIP

18-23

ROADS

ROADS

- **Boyers Mill Road** – Project will provide a new two-lane road from Gas House Pike to Old National Pike. Several phases are anticipated with funding for construction scheduled in FY17 and FY19.

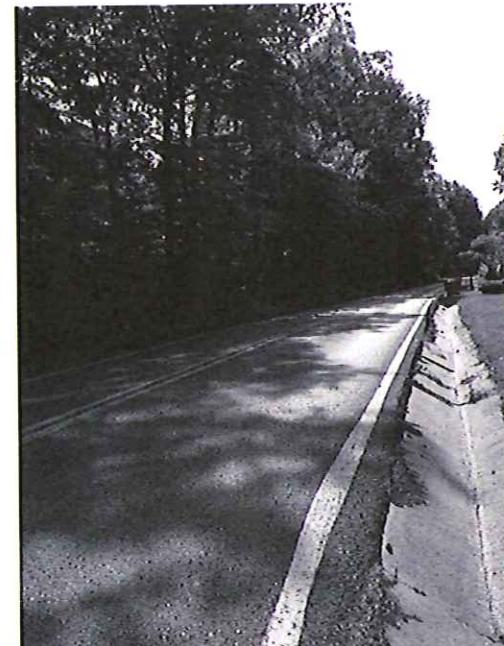


Work on Boyers Mill Road (north section)

- **Reich's Ford Road** - This project will primarily focus on the existing two lane road from Bartonsville Road to Ijamsville Road to meet the County standards for a collector or modified collector road per the current comprehensive plan and to upgrade/replace two bridges over Bush Creek.

- **Yeagertown Road** – Although identified as a project, funding is beyond the 6 year program.

- **Reels Mill Road** – Phase 2 will improve Reels Mill Road from MD 355 to Ball Road to meet Local Road standards. The total project length is approximately 1.0 mile. Funding for planning is scheduled in FY19.



- **Gas House Pike** – This project will upgrade Gas House Pike from the Frederick City Limit to Boyers Mill Road to serve future traffic growth in the New Market Region. Funding for construction is scheduled for FY20.

- **Christopher's Crossing Widening** – will include improvements to Christopher's Crossing from Whittier Drive (City Limit) to the Walter Martz Road/Jordan Valley Way intersection. Funding for design is in FY2021.

Improvements to the south section of Boyers Mill Road will receive construction funding in FY2019 but timing is contingent on the completion of the north section.

**FY2018-2023 CAPITAL IMPROVEMENT PROGRAM
ADOPTED**

Project Roads	6-Year	Total Project	Prior Budget	2018	2019	2020	2021	2022	2023	Costs After
				2018	2019	2020	2021	2022	2023	
ROADS										
Boyers Mill Road	15,403,284	25,846,582	10,443,298	1,191,484	14,211,800	0	0	0	0	0
Reichs Ford Road - Ph 2	360,800	10,038,200	0	0	0	0	0	0	360,800	9,677,400
Yeagertown Road	0	8,215,200	0	0	0	0	0	0	0	8,215,200
Reels Mill Road - Ph 2	4,083,700	4,083,700	0	0	220,800	0	279,800	934,500	2,648,600	0
Gas House Pike (from the City Limits to Boyers Mill)	9,706,400	11,462,600	1,756,200	0	2,224,400	7,482,000	0	0	0	0
Christopher's Crossing Widening	1,197,500	6,119,800	0	0	0	885,100	0	0	0	0
Total: Roads	<u>30,751,684</u>	<u>65,766,082</u>	<u>12,199,498</u>	<u>1,191,484</u>	<u>16,657,000</u>	<u>7,482,000</u>	<u>1,164,900</u>	<u>934,500</u>	<u>3,321,800</u>	<u>4,922,300</u>
Total: Expense	30,751,684	65,766,082	12,199,498	1,191,484	16,657,000	7,482,000	1,164,900	934,500	3,321,800	22,814,900

FUNDING

General Fund	544,100	16,141,243	1,827,543	0	82,000	25,000	63,900	0	373,200	13,769,600
General Fund Bonds & Capital Lease	28,207,584	43,143,725	8,271,741	1,191,484	15,375,000	6,657,000	1,101,000	934,500	2,948,600	6,664,400
Excise Tax	0	2,073,492	2,073,492	0	0	0	0	0	0	0
Grants	2,000,000	4,380,900	0	0	1,200,000	800,000	0	0	0	2,380,900
Other	0	26,722	26,722	0	0	0	0	0	0	0
Total Funding Source	30,751,684	65,766,082	12,199,498	1,191,484	16,657,000	7,482,000	1,164,900	934,500	3,321,800	22,814,900

